



DR. JOHN DILL ROBERTSON

The able and resourceful Health Commissioner of Chicago, who ranks with that brainy class of citizens who are constructed of the proper material for Mayor of Chicago.

Dr. John Dill Robertson, health commissioner of Chicago, was born in Mechanicsburg, Indiana county, Pennsylvania, on the 8th of March, 1871. His father was Thomas Sanderson Robertson, who served with distinction as a lieutenant of the Sixty-seventh Pennsylvania Volunteers in the Civil War. The elder Robertson had married Miss Malinda McCurdy, who was left a widow by the untimely death of her husband when young John Dill Robertson was but ten months old. The childhood of the man who is now one of the foremost surgeons in the United States ran along in much the same channels as that of the average boy of his years in the Pennsylvania town.

It is worthy of note that at the age of twelve years he was cast upon his own resources and, responding to the call of fate, set out to make his own way in life.

The vicissitudes and struggles of his early encounter with the stern realities of the world served in no slight measure to mold the excellent inherent qualities of the youth and give him that element of firmness and decision so essential to those who have it in them to do and dare. The first position taken by the young John was in the capacity of a clerkship in a combination drug store and grocery, these institutions being quite common in the East at that time. He remained in this connection for about three years, at the expiration of which time he took up telegraphy. Within a comparatively short space of time he was holding a position as operator on the C., B. & Q. Railroad, later being promoted to the post of dispatcher on the same system.

In 1893 the subject of this sketch, well tested by his actual contact with the world of cold fact and experience,

migrated to Chicago, where he decided to take up the study and practice of medicine and surgery for his life work. Pursuing the regular course of studies, he graduated from the Bennett Medical College, now the medical department of the Loyola University. In 1896 he entered the Cook County Hospital as an interne, in which well-known institution he served for a period of one year and a half. From this time on the career of Dr. Robertson has been one constant succession of milestones on the roadway of successful attainment.

Among the many various achievements which must be directly attributed to the enormous energy and aggressive spirit of Doctor Robertson are the establishment of the Frances Willard Hospital, the building of the Jefferson Park Hospital and of the American Medical College, now known under the name of the Chicago College of Medicine and Surgery.

In 1908 Dr. Robertson took over the Bennett Medical College, Loyola University, which, from various causes, was now in a run-down condition, and becoming president of this institution, set about at once to improve it and bring it up to the standard set by the most modern equipped schools of the country. So successful were his efforts in this direction that the Bennett Medical College now ranks second in Chicago in number of students.

Dr. John Dill Robertson is a member of the State Board of Agriculture of Illinois, in charge of education, and was the founder of the State Fair School for Boys, and is professor of surgery at the Bennett Medical College, of which he is president, and has filled, at other periods in his professional career, the chairs of chemistry and pathology.

Dr. Robertson's star rose quickly in

the world of medicine and surgery, in a comparatively short space of time he became known as Chicago's foremost surgeon. Few indeed have met with the phenomenal success which has attended him in his professional pursuits. His success has been attained only by his tremendous physical energy, his unbounded devotion to the study of medicine and surgery which has become to him a life passion.

LOOKING BACKWARD AND FORWARD.

In each successive anniversary edition The BROAD AX has been able to note wonderful advancement of the Afro-American in many and various ways. In this our twenty-second anniversary and the fifty-fourth year of the emancipation, we emphasize with, we think, pardonable pride and an increasing sense of gratitude, our advancement along all lines and most especially along business, commercial and industrial lines.

Social conditions have created demands which the thrifty members of the race have taken advantage of and have engaged in almost every business and profession necessary to meet the needs, comforts and pleasures of the race.

The great political upheaval which has not only set race against race, but nation is pitted against nation in the most intense struggle the world has ever known, brings the Colored American into industrial prominence and responsibility heretofore undreamed of and not as yet fully realized by those most vitally affected.

Because of the war emigration from Europe has ceased and many of those that were here have returned, and national policy bars the Asiatic, which policy should be continued, the call from California notwithstanding. So that the chief source of supply of mechanic, laborer and domestic must in the future, in an increasing degree, come from the ranks of the Colored people. Lucrative positions of responsibility and trust are now held by Colored people and more are opening daily, from which they have been barred by ignorance and prejudice in the past. Thousands and millions of dollars are now being paid to Colored workers that formerly went to aliens.

We rejoice in the fact that these blessings which are coming to the Colored American are not due to any mere accident of good fortune, but is the demonstration of divine law pointing the way of infinite justice and truth.

Have we not given many years of unrequited toil? Born patiently the ravishment of our women; seen their virtue sacrificed on the altar of the brutish lust of the so-called superior races, who, not yet satisfied, have hanged and burned our men in a vain attempt to appease a guilty conscience. Are we not now denied political rights in order that we may not be able to demand social and economic rights? Yet amid it all we are still, as we ever shall be, giving our best, a sacrifice on the altar of patriotism that the principle of democracy shall be upheld, and the right to life, liberty and pursuit of happiness shall be vouchsafed to all peoples. Shall these sacrifices be made in vain? No! God is just.

We will live up to every responsibility industrial and economic conditions may place upon us, and by thrift and industry do our share to feed and clothe the nation and the nation's allies, thereby again proving our worth and re-establishing our right to demand and receive at least an equal opportunity in the future.

REMEMBERING OUR BOYS AT CAMP GRANT.

Chicago Colored Citizens Send Christmas Kits to Colored Soldiers at Rockford.

There will be twelve hundred happy Colored soldiers at Camp Grant on Christmas, for Santa Claus will "slip over" 1,200 Christmas kits—one for each man who has answered his country's call to "do his bit somewhere in France"—and each soldier will know that each kit is a token of the love, appreciation and prayers of Chicago Colored people for our boys who go to serve the nation and make history for our race.

And those who have sent these tokens deserve credit for their thoughtful work. They have done their "bit" to make Christmas cheerful for those who have said goodbye to home and friends to go to the trenches in the far away struggle for a world democracy.

This Christmas movement started late, but it made rapid headway. On the first Sunday in December distressing rumors reached Chicago that the soldiers at Camp Grant were suffering from bad weather, lack of clothes, poor food and preventable illness. The rumors were discussed at several meetings, and at the Negro Fellowship League the president, Mrs. Ida B. Wells-Barrett, was delegated to visit Camp Grant to learn the truth. The next Sunday she reported the result of her visit, showing that the rumors were entirely untrue; that the soldiers were well and happy, full of "pep," in love with their officers and winning high praise for their good work.

But she did more than that, for she had a message to Chicago citizens di-

rectly from Brig.-Gen. Barnum, who is proud of his Colored boys. He cited the fact that thousands of Christmas kits would come to Camp Grant from white people, and while there would be no discrimination between soldiers in the general distribution, still in the case of special donations the Colored boys might not fare so well. He was anxious for churches, societies and individuals among Colored people to do something to make the Colored soldiers feel that they, too, had friends at home who took special interest in them. He gave Mrs. Barnett a splendid letter to that effect, and as soon as she came home she began the good work.

The Negro Fellowship League presented the matter to Colored organizations, and the City Federation of Woman's Clubs appointed a committee to act. Rapid fire work was carried on with the result that Santa Claus had his back weighted down with Christmas kits, containing cigarettes, cards, candy and other evidences of our love for the boys at Camp Grant, who dare to "do and die" for our country. Next week a detailed account of the donation and donors will be published. The Civic Federation committee was as follows:

SENATE ORDERS SHIP BOARD INVESTIGATION.

Delays Cause Storm of Denunciation; Lewis Defends Navy Officials; Favor One-Man Control.

Washington, Dec. 22.—"No more clash of authority. No more admirals. A general manager now."

Chairman Edward N. Hurley today announced this as the rallying cry of the shipping board and the emergency fleet corporation, following another reorganization. Confidence was expressed that the result would be the fulfillment of the announced program to complete 6,000,000 tons of shipping within another eighteen months.

The offices of vice-president and general manager of the emergency fleet corporation have been merged. Charles A. Piez of Chicago, vice president of the corporation, will fill the usual position.

The shake-up was the direct outcome of the voluntary resignation of Rear Admiral Frederick Harris, who had held the assignment only nine days. He announced that he had been unable to put through plans he believed necessary and asked for his former position as chief of the bureau of yards and docks.

Parks Is Named.

Secretary Daniels, after conference with President Wilson, forwarded to the Senate the name of Captain C. Wellman Parks, as chief of yards and docks, and the name of Admiral Harris was dropped.

The Senate, stirred by this evidence of continued friction, authorized an investigation of the shipping board and the fleet corporation. The inquiry is expected to be thorough and will be designed to bring to light the work accomplished, the work under way and the prospects of the board being able to live up to the announced program.

Charles A. Piez, who will become the national shipbuilder, following the successive withdrawals of Major General George W. Goethals, Rear Admiral Capps and Rear Admiral Harris, will, according to Chairman Hurley, make good or follow the path of his predecessors.

Hurley Commends Piez.

Mr. Hurley said: "Mr. Piez's grasp on the whole shipbuilding problem has been so strong and his knowledge of actual conditions in the yards so definite as the result of his study of the fields that best results can best be obtained by combining his functions as vice-president with those of general manager."

He was apparently unruffled by the ordered inquiry.

He predicted that under Mr. Piez the ship building in 1918 would surpass official estimates. He inferred that new tonnage approximating 6,000,000 tons was in sight for the coming year.

He said:

"The result of the reorganization already is apparent in all the yards. Lloyds has just made a report which has been carefully checked up, and which shows that there is a better basis for optimism than there has been at any time since the emergency program was launched. Conditions on the Pacific coast have so improved that records are being broken in the speed with which ships are being turned out.

"The carefully checked figures of Admiral Bowles show 8,395,308 dead weight tons under construction and under contract.

"All Pacific Coast plants are working on two shifts and those on the Great Lakes and Atlantic Coast will, we expect, soon be doing the same."



HON. CHARLES ALEXANDER McCULLOCH

President and General Manager of the Frank Parmelee Transfer Co., Director of the Shaw Livery and Yellow Cab Company, Treasurer and Director of John R. Thompson Company, millionaire yachtsman, high-class business man, who has been favorably mentioned for Mayor in 1919.

Hon. Charles Alexander McCulloch, president and general manager of the Frank M. Parmelee Transfer Company, is a native Chicagoan. He was born in Chicago, December 2, 1875. He is the son of William W. and Agnes (Alexander) McCulloch. He was educated in the public schools of Chicago and in 1892 became circulating manager of the Chicago Evening Journal and Evening Post, which position he held until 1898, when he became general manager of the Frank Parmelee Transfer Company.

Mr. McCulloch is treasurer and the director of the John A. Thompson Company (restaurants). He is a director of the Shaw Livery Company, Yellow Cab Company and is a member of the Board of Inspectors, House of Correction, Chicago, since 1908. He is a Republican in politics, is a Mason, member of the K. P., and Royal League. He is a member of the Chicago Athletic Club, Chicago Yacht Club, South Shore Country Club and the Forty Club. He is also a member of the Eagle River Fishing and Shooting Club. He resides at 2644 Lake View Avenue, and has offices at 111 West Adams Street.

The following strong and well known Republicans who are with him teeth and toe nail for mayor of Chicago in 1919: Coroner Peter M. Hoffman, Judges Hebel, Foell, Crowe, and Barasa, D. A. Campbell, John M. Smyth, George K. Schmidt, Ald. W. J. Healy, Walter F. Schmidt, LeRoy Milner, Charles A. Williams, David W. Clark, Emil J. Wentzlaw, Louis J. Behan, Col. August W. Miller, John Kjellander and George F. Nye.

THOMAS COLE.

Mr. and Mrs. Thomas Cole came to this city from Louisville, Ky., five or six years ago and they bought a fine two-flat building at 5427 S. Wabash avenue, and Mr. Cole owns and conducts The C. C. Hotel at 3449 S. State street. They are the owner of a fine automobile, and in every way Mr. and Mrs. Cole are good citizens of Chicago.

Mein Host, George W. Holt, is proprietor of the up-to-date hotel at 30th and State Street, also of the Mission Buffet and Billiard Hall at 3504 South State Street. Mr. Holt's places are the headquarters for many of the high class

railroad and traveling men who come into Chicago. Mr. Holt extends the greetings of the season to his many friends and patrons.

Mrs. Franklin A. Dennison and Mrs. John H. Patten will spend the Christmas holidays at Camp Logan, Fort Houston, Texas, with Col. Franklin A. Dennison and officers of the 8th.

Miss Beulah W. Day, the popular little Southside Pharmist, has just returned from a five weeks' visit in Springfield and St. Louis, Mo. Her many friends are glad to welcome her home again.



HON. THOMAS CAREY

President of the Carey Brick Company; extensive real estate owner; influential in the business world, whose vast army of friends are endeavoring to persuade him to enter the running for Mayor of Chicago in 1919.



HON. JOHN TOMAN

Chairman of the License Committee of the City Council; one of the most popular and influential leaders of that body, who would make a tip-top Chief Clerk of the Municipal Court, extends the season's greetings to his thousands of friends in this city and Cook County.